

THE ATLANTIC SUBMARINE TELEGRAPH.

The Old and New Worlds to be Connected by Electric Wires.

Wonderful Progress of Telegraphic Communication Around the Globe.

SCIENCE GIRDLING THE EARTH

THE NEWFOUNDLAND SUBMARINE SECTION.

According to a contract made a short time since by the "New York, Newfoundland and London Telegraphic Company" with the "Trans Atlantic Telegraphic Company," the great submarine telegraph which is to connect the Old and New Worlds will not only be completed on the 22d of January, 1856, but is a successful operation. When this great project was spoken of a few years ago, it was condemned at once as utterly impracticable, and those who advocated it were sneered at as little better than visionaries. A hundred objections were urged against it, and it was supposed for a time that it had been totally abandoned. But those who had conceived the idea were thoroughly practical men; they had money and means at their disposal; they had examined all the objections, and arrived at the conclusion, after a calm and impartial consideration of the whole subject, that it could be carried into effect. They contended that if it were possible to lay a submarine telegraph between England and France, that, with proper means and facilities the same could be done between America and Europe, and those means and facilities, they asserted, were at their disposal. The work, we understand, has not been commenced yet, but the conditions have been made and everything prepared to insure its completion by the specified time. The task, it must be admitted, is a stupendous one; out so many things have been accomplished in the past, that it is not surprising that it should be so. The first electric telegraph established in the United States was between Washington and Baltimore, in 1844. The patent was secured by the inventor (Professor Morse) in 1837, by whom the electric telegraph agency was fully developed about five years previous. Before this, many attempts had been made in Europe to employ electricity in the transmission of intelligence from distant points, but with only partial success. The credit of discovery is claimed by a number of others, among whom are Mr. Alexander Bain, Professor Charles T. Jackson and St. John, all of whose titles it appears to be equally valid with that of Professor Morse. The first telegraph, as we have stated, was constructed between Washington and Baltimore, a distance of about forty miles, by Professor Morse and his associates—Congress having made a grant of thirty thousand dollars to enable them to put it in operation. The success which attended this led to the establishment of another line the following year, between New York, Philadelphia and Wilmington, from which it was extended, in 1846, to Baltimore. This, at the time, was considered astonishing progress, and it was prophesied that before ten years the principal cities of the Union would be brought into instant communication; but the most ardent enthusiasts never dreamed that the day would come when the same intimate connection would be established between the Old World and the New. During the year 1848, a line was opened from Albany to Buffalo, and another from New York to Boston. The construction of other lines followed in such rapid succession, that in the course of eleven years—that is, from 1844 to the present time—their aggregate length of telegraph on both continents, which it is proposed to connect by a separate and distinct line stretched across the bed of the Atlantic.

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In Europe the progress of the work has not been so rapid, and the total length of the lines completed, or in course of completion, does not exceed thirty thousand miles. This includes the lines established by the Russian Government in its own dominions, both before and since the commencement of the war. Here, then, we have an aggregate of seventy-two thousand miles of telegraph on both continents, which it is proposed to connect by a separate and distinct line stretched across the bed of the Atlantic.

THE SUBMARINE TELEGRAPH.

In 1850 it was proposed to lay a telegraph between Dover and Calais, but so many difficulties were presented in the way of such an undertaking that it was considered almost impossible. The wire, it was proved by frequent attempts, could not be wholly insulated, and the electric fluid, as it passed along it, was so diffused by contact with the water, that it was lost in efficiency. Hence, saturated with tar, was employed; but in the course of time it was found that the water penetrated through the tar, and the project was about being abandoned as hopeless, when a new material was discovered which was found to answer the purpose when everything else had failed. Fortunately just at this very time, when it was most needed, the valuable properties of gutta serena and its entire adaptability to this purpose were made known. It was tested with the most signal success—found not only to resist the action of the water, but that it would not interfere with the progress of the electric fluid as it passed along the wire. This important fact once established, the attempt to construct a submarine telegraph between France and England was made, and with the most gratifying results. A letter for the secretary of the "submarine telegraph cable," as it was called, was received in England in 1851, and by September of that year twenty-four miles of it were made and ready to be laid down from Calais to Dover. The cable used was composed of the gutta serena which enclosed the wire, hump steeped in a solution of tar and tallow, and iron wire, of the thickest kind. The process of manufacturing this cable is exceedingly simple. The copper wire, which is not much thicker than the wire of which pins are made, is completely covered by gutta serena. Four of these, each of which is about as thick as an ordinary sized pipe stem, are bound round with hemp prepared as we have described, and over this again is wound the iron wire. The winding of this wire requires great care to prevent its breaking, as it would be next to impossible to repair any damage after it was laid. Nine miles of this cable can be manufactured every day.

The cable of four wires which connects Dover with Calais, is about an inch and a half in diameter, and is galvanized, to keep it from rusting. We saw a specimen of this cable which had been taken up after lying in the water for four years, and it was as perfect as when first put down. In addition to this, there are two other cables, one connecting Calais with Ostend, and the other connecting Ostend with the Helder. As each of these have four wires, there are twelve altogether for the transmission of news between Great Britain and the Continent. These, however, are not the only submarine telegraphs which have been constructed in the Old World, for we find that the French and Spanish governments are at present engaged in the completion of one extending from Marseilles to Algiers, by way of Spain, Corsica and Sardinia. Of this line about 280 miles will be under water, and will be composed of cables containing four wires. When finished, the connection between Europe and Africa will be complete, and as it is proposed to lay the English government to run a telegraph connection with this across the northern coast of Africa, by way of the Isthmus of Suez, to their possessions in the East, three continents will be brought into direct communication with each other as New York and New Orleans. Surprising as all these enterprises may appear, they divide into insignificance compared with that to which we have alluded in the beginning of this article.

ONE WEEK LATER FROM EUROPE.

ARRIVAL OF THE AFRICA AT HALIFAX.

HIGHLY IMPORTANT NEWS.

RE-ASSEMBLING OF THE VIENNA CONFERENCE.

Spirited Debate in the English Parliament.

THE BRITISH MINISTRY SUSTAINED.

Reinforcement of the Allies in the Crimea.

DESPERATE FIGHTING BEFORE SEBASTOPOL.

Unprecedented Sales of Cotton at an Advance in Prices.

ADVANCE IN CONSOLS TO 91 3-4.

BY THE HOUSE PRINTING TELEGRAPH, 21 WALL ST.

HALFAC, June 6, 1855.  
The Royal Mail steamer Africa, Captain Harrison, from Liverpool, on Saturday afternoon, the 26th ult., arrived here at 4:00 P.M., to-day. She was off this port nearly all day yesterday, but unable to enter, owing to the thick weather. The A. sailed for Boston at six o'clock this evening, where she will be due Thursday noon. Weather fine.  
The Africa reports speaking May 25, in the English Channel, the steamer Atlantic from New York.  
The Washington sailed from Southampton for New York, on the 22d of May, with 260 passengers.  
The news is of an interesting character, and commercially it is highly important.  
A despatch had recently been received from Lord Palmerston, and expected to obtain an unconditional pardon for Smith O'Brien.  
The ship G. L. Lamport, Capt. Cobb, of New York, was burned at sea, May 4th. The master, crew, and two passengers, were rescued by the bark Cortes, of Amsterdam, and landed at Plymouth.  
The ship Impress Eugenie was abandoned at sea in a sinking condition.  
The Sarah Sands had been taken as a troop ship.  
The yacht America is again advertised for sale at Gosport.  
In the Liverpool cotton market the week's sales reached over 150,000 bales, the largest business ever known, and prices had considerably advanced.  
Consols had advanced about two per cent, closing at 91 3-4.  
Freights from Liverpool to the United States unchanged, and well supported.

THE WAR.

REOPENING OF THE NEGOTIATIONS.

On the 14th of May, Count Buol, on behalf of Austria, had an interview with Lord Westmoreland and Count Bunsen, and suggested that the members of the conference should meet again. The French and English Ministers could not give a reply, but it is understood that if they assent to a meeting, Count Buol will thereat again attempt to arrange the third point.  
Berlin papers report that the Austrian mediatory proposals is that Russia and Turkey settle between themselves the number of ships they will keep in the Black Sea—England and France to keep each two ships therein, and Turkey undertaking not to enter into any treaty with Russia unless submitted to France and England.  
According to Vienna papers the conference will be re-opened, and a meeting would be held on Saturday, the 26th, without the Russian Plenipotentiaries, and another on Monday, the 29th, at which they would be present.  
Lord Palmerston's explanation in Parliament would indicate that these meetings are preliminary only.  
The Austrian Envoy, M. Roeder, has arrived immediately for Frankfurt, to urge the immediate mobilization of the German federal forces. It is also further reported that Austria has sent secret circulars to all the German courts, insisting that each State shall specify distinctly the line of conduct it means to follow.

THE SIEGE OF SEBASTOPOL.

The correspondence from the English camp of May 8, says the army is well supplied with luxuries as well as necessities, but some fever and cholera still prevail. Many improvements have been made at Balaklava harbor, and the labor is abundant.  
May 10.—A severe combat took place during the night along the right attack, and the mortar and bayonet were used for an hour and a half, when the Russians retired under the cover of their batteries. The city and allied batteries then kept up a hot fire for two hours longer. The loss is considerable on both sides, but the number is not yet reported.  
May 11.—Another Russian attack was made to-night. The night was very dark, and the fight lasted half an hour.  
May 12.—During a severe storm of rain and the darkness of night the Russians made another sortie against the left attack, charging clear up to the British trenches, and some of them leaping over the parapets. The rain having damaged their ammunition they attacked with rockets. Their loss was severe. The British lost a captain and over a hundred killed and wounded.  
May 10.—Gortschakoff telegraphed—"The enemy's fire is weak. Our losses are moderate. Both sides are repairing and erecting batteries. The battle before the walls are severe."  
May 24.—General Polesse telegraphed as follows—"A very lively combat against our important position has lasted all night. We obtained a complete success. The enemy's loss was enormous, and ours considerable."  
The Paris Presse gives further particulars, stating that the French attacked the Russian entrenched camp, near the Quarantine bastion, on the night of the 23d, and again on the 23d, when they carried it by assault. The battle was begun by the Russians.

OPERATIONS IN THE BALTIC.

The French fleet left Kiel on the 22d to join the English squadron. The English cruisers had brought several prizes to Elsinore. The bulk of the English fleet was at Nargen.  
Official information had reached the British Consul at Elsinore that the Russian government had ordered all ships of war at Gdansk to be sunk, except eight liners.  
Miscellaneous War News.  
Advices from St. Petersburg to the 10th, state that all the fortified harbors in the Bay of Finland are placed in a state of siege.  
General Vivian has selected a site for a camp for the Turkish forces, offered by Christians, near Kandili.  
The Austrian squadron about to leave Trieste will rendezvous at Salamis.  
The mortality in the Austrian army in Galicia continues great. Fifteen thousand have died and twenty-three thousand are in hospital.  
Lord Palmerston stated in the Commons that General Corvisart's proclamation of martial law in the principality only referred to persons inducing Austrian soldiers to desert.  
Monsieur Hay has been appointed Chief of the Turkish Finance Department. His character is honest.

THE VERY LATEST.

Shipping Intelligence.

Arrived from New York 24th. From Calais: 25th. From London: 26th. From Liverpool: 27th. From Glasgow: 28th. From Edinburgh: 29th. From Aberdeen: 30th. From Belfast: 31st. From Dublin: 1st. From Cork: 2nd. From Bristol: 3rd. From Plymouth: 4th. From Southampton: 5th. From London: 6th. From Liverpool: 7th. From Glasgow: 8th. From Edinburgh: 9th. From Aberdeen: 10th. From Belfast: 11th. From Dublin: 12th. From Cork: 13th. From Bristol: 14th. From Plymouth: 15th. From Southampton: 16th. From London: 17th. From Liverpool: 18th. From Glasgow: 19th. From Edinburgh: 20th. From Aberdeen: 21st. From Belfast: 22nd. From Dublin: 23rd. From Cork: 24th. From Bristol: 25th. From Plymouth: 26th. From Southampton: 27th. From London: 28th. From Liverpool: 29th. From Glasgow: 30th. From Edinburgh: 31st. From Aberdeen: 1st. From Belfast: 2nd. From Dublin: 3rd. From Cork: 4th. From Bristol: 5th. From Plymouth: 6th. From Southampton: 7th. From London: 8th. From Liverpool: 9th. From Glasgow: 10th. 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